

HO! HO! HERE'S SUNSHINE TRANSPORTATION —MOTOR BUS TO BUST IN ON CHICAGO?

Guessing is good as to who is behind the Chicago Motor Bus Co. In traction circles and among bankers one story is that the company has backing of Big Business and its plans will be the first try-out of what may prove a revolution in street transportation systems.

Roland R. Conklin, president Chicago Motor Bus Co., and Wm. McKinley, lawyer, with Harold B. Weaver, engineer, are slated to come before the Lincoln Park board this afternoon. A signed statement from them says they want:

1. Franchise to run motor bus routes on boulevards from downtown, across Lincoln park and along Sheridan road to Devon av.

2. The right to pay lumps of cash to the park board every year, the money to be used in repair and rebuilding of pavements worn by the busses.

3. Issuance of \$300,000 of bonds by the park board, these bonds to be taken up by the bus company and paid in 25 years.

Ald. Eugene Block, who last year got council to O. K. use of \$3,000,000 of city traction fund for city-owned and city-run motor bus lines, was asked about the Lincoln park plans. He said:

"I predict that if the park board grants franchise rights it will then be proven that motor bus transportation is practical. I would like to see the city itself enterprising enough to go ahead and buy motor busses and operate routes. There would be no need for busses to stand on streets in the loop. They could have their stations on streets immediately outside the loop. Tens of thousands of fares would come down to them in rush hours, just as thousands walk from the loop every night to take suburban trains at the steam road stations.

"I don't have a doubt but better

transportation will be achieved through operation of such lines as the Chicago Motor Bus Co. proposes. At the same time, don't you think it would be creditable to this city if it should do for its people what this private corporation is asking the Lincoln park board for permission to do?"

The \$3,000,000 appropriation for motor busses passed finance committee and council last year. Use of it was contingent, however. When Ald. Captain was placed as chairman of transportation committee, succeeding Block, Captain's first move was to put on file the motor bus plan.

—O—O— LAUGHTER PEEVES RICKS

Jesse J. Ricks, counsel for the P. G. L. & C. Co., yesterday protested to the state utilities board against the snickering of the audience listening to a cross-examination of a witness by Ricks.

He was arguing for a new inventory of the property of the gas company, which would entail a delay of eight months to two years before the petition of Mayor Thompson to establish a lower rate is acted upon.

Ricks was questioning M. J. Murphy, commissioner's statistician, over his examination upon which he recommends a rate of 62 cents per 1,000 cubic feet. He was trying to prove that Murphy was "off" and that gas could not be profitably sold by the company for less than 70 cents.

—O—O— WANT AUTO TRUCK FENDERS

Expressing belief that if the Marshall Field auto truck which killed Catharine Goggin had been equipped with a fender, the school teacher leader would be alive today, the Central Council of Civic Leagues passed a resolution calling upon the authorities to immediately enforce the auto-truck fender ordinance.